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Hongkong, 16th March, 1905. [5171]

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Hongkong, 27th June, 1905. [43]

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Hongkong, 23rd March, 1906. [704]

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MRS. GILLANDERS
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Hongkong, 20th September 1905. [673]

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Hongkong, 21st September, 1905. [902]
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Hongkong, 18th November, 1901. [747]

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Hongkong, 23rd April, 1906. [533]

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Hongkong, 4th April, 1906. [534]

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Hongkong, 27th May, 1905. [535]

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Hongkong, 27th May, 1905. [536]

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Hongkong, 16th August, 1905. [535]

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All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
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DEATH.

On April 20th, 1906, at Whampoa, DOROTHY
MANCHESTER, the beloved daughter of V. J. and
Louisa E. MCLOUGHLIN, aged 3 years and 6
months.HONGKONG OFFICE: 10A, DES VIEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 23RD, 1906.

THOSE who have an intimate knowledge of South Africa, based more particularly on experience with the native races, have always predicted that the struggle with the Boers would be followed by a big uprising of the coloured people. This prognosis is now being fulfilled. Recent telegrams from Natal show that the present insurrection with which the Government of that Colony has to deal is not the action of a few irresponsibles, not one of those temporary expressions of dissatisfaction to be followed by the usual punitive expedition, but a carefully considered plan of campaign which only required some act of apparent aggression on the part of the dominant race to develop into open hostility. This is not an alarmist view of the situation. It is based on fact. Thousands of natives have risen in revolt, and that two of the more important tribal rulers have refused to assist in bringing the recalcitrants under subjection is significant. It shows that the various tribes are in sympathy with those who have raised the standard of rebellion, and therein lies the danger. Dread of the power of Britain may be overcome by a few initial and trifling successes, and sympathy may be exchanged for active and vigorous co-operation, resulting in a movement which will call for greater repressive measures than are at present anticipated. In our exclusive telegram of Saturday it was announced that it was thought probable that at least seven thousand troops would be required to quell the outbreak, but those

who have a knowledge of the actual state of affairs declare that a much greater force will be required to subdue the natives.

When we come to study the situation we find that the uprising is not merely the outcome of aversion to the hut tax, always regarded as a vexatious impost. Its causes are more deeply seated. Some are political, some are economic, and some are what we might call military. Politically, certain events have occurred, notably the Boer War, as a result of which the ruling race has lost prestige. Economically, the introduction of Chinese coolies affected the labour market so that the Kaffirs were not in a position to pay their usual contributions to their chiefs, and not unnaturally the falling off was not to the liking of those who suffered by it. Added to that, is the animus shown by the blacks against the yellow men. From the military point of view there was the arming of natives during the Boer War. Undoubtedly the aborigines rendered useful service as scouts, but the consequences of the step dictated by military policy during the period of warfare referred to has been more far-reaching than was anticipated at the time. Of course they ought to have been disarmed at the cessation of hostilities, but though asked to give up their arms they refused, and the impolicy of not adopting strong measures then is to some extent responsible for the present outbreak. These people, dissatisfied with the hut tax, aggrieved because they have been supplanted in the labour market, and inflamed with an overweening conceit of their own power based on the possession of rifles and a knowledge of their skill with such modern weapons, have at last apparently decided that the time has come to drive the white man out of Natal; and the affair which was inaugurated by an insolent display of contempt for magisterial authority is likely to develop into quite a respectable war. Of course the natives will find out their mistakes by and by. They will learn that the hut tax or poll tax is a harmless and by no means unjust equivalent of rent for ground occupied or used. They will learn that the labour market is regulated by the law of supply and demand and not by their predilections. They will learn, too, that their vaunted bravery and determination avail them little against the "red necks," who will come again and again with guns that bite. And the lessons will be wholesome, but they will cost something to incite. Yet the Natal outbreak is not without its agreeable aspect. The fact that the Boers are making common cause with the British will be reassuring to those who have the welfare of South Africa at heart, and if it achieved nothing else this demonstration of unity among the two peoples will help to restore that prestige which they lost during the late war, and prove to the natives how groundless were their hopes of driving the white men out of Natal and how utterly futile all their efforts in that direction are bound to be, even with the aid of modern weapons. It may take some time to convince them of their mistake, especially as they are not lacking in courage, but with a strong body of local volunteers aided perhaps by Imperial troops, for which purpose Indian soldiers could usefully be employed, peace should be restored in Natal and the Colonies in South Africa may, after economic differences are settled, resume once more the path of progress.

At noon on Saturday, 18th plague cases had been recorded, the last daily quota being seven.

The English and French Mail of the 24th and 25th March was delivered in London on the 20th and 19th inst.

The scheme for appointing officers to the lower clerical posts in grades 5 and 6 of the Hongkong Civil Service is published in the current *Gazette*.A collision is reported to have occurred in the harbour on Saturday between the Green Island Cement Co.'s launch *Emerald* and a Chinese launch.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No 2 of 1905—an Ordinance to amend the Vagrancy Ordinance, 1897.

The bowing match arranged for Saturday afternoon between the Kowloon and the Civil Service Clubs had to be abandoned owing to the rain. Weather permitting, however, it will be played next Saturday afternoon.

According to a cable received at Manila the Yaami Hotel at Kyoto, Japan, was totally destroyed by a conflagration at midnight of April 17. No lives were lost, although the hotel was full of foreign guests.

A few days prior to April 18th a raid was made upon American constabulary at Malolos, Philippines. About sixty ladrone, armed with native swords, entered the quarters and secured some guns and six hundred rounds of ammunition. Three guards were killed, and nearly all the rest had wounds to show.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SAN FRANCISCO
CATACLYSM.LONDON, April 22nd.
The fires in San Francisco have been checked. It is expected to save one quarter of the city. The flames approached the ferry.

Non-American aid has been declined.

The estimated loss is sixty million pounds. The loss to British insurers is ten millions sterling.

THE RISING IN NATAL.

LONDON, April 22nd.
Natal refuses Imperial aid and resents interference.

ENGLISH CUP FINAL.

LONDON, April 22nd.
The final for the English Cup was played on Saturday and resulted: Everton, 1 goal; Newcastle United, nil.THE FRENCH MINING
DISASTER.LONDON, April 22nd.
Anarchy prevails in the French mining districts, and fierce fighting has taken place.

BRITISH ARMY IN EGYPT.

LONDON, April 22nd.
It has been decided to increase the British Army in Egypt.

DEATH OF GENERAL MORTON.

LONDON, April 22nd.
Lieutenant General Sir Gerald Morton is dead.[AMERICAN CONSULAR SERVICE.]
The following telegram was kindly communicated to us by the American Consul:—

April 21st

To-day's despatches from the neighbourhood of San Francisco state (city?) confirm worst fears of yesterday, excepting loss of life, which the chief of police states will not exceed three hundred. Since midnight fire has started afresh and is burning fiercely. It is believed that the entire city must go, residential as well as business section.

TELEGRAMS.

[REUTER'S SERVICE.]

THE NATIVE TROUBLE IN NATAL.

LONDON, April 20th.
The Natal Government has resolved to form several powerful columns of irregular troops, and to avoid the offensive until an adequate force is ready: the rebels are not likely to emerge from their fastnesses, there is therefore no immediate danger, but the situation is undoubtedly serious.

EARTHQUAKE IN SAN FRANCISCO.

LONDON, April 20th.

General Funston, commanding in San Francisco, reported on Wednesday evening 1,000 dead and 100,000 homeless; he was urgently in need of rations. The latest accounts say that the dense smoke from the conflagration which overspreads the city is visible for miles at sea, and it looks as if the whole city was doomed to the flames.

Many famous buildings, hotels, and theatres have collapsed and been burned: Chinatown and the Japanese quarter are destroyed; the California towns Santa Cruz, Monterey (Monterey?), Gilroy and Hollister, have been wrecked and many people killed: two hundred have been killed at Santa Rosa and ten thousand are homeless. The shipping at San Francisco is not damaged; the Leland Stanford University is severely damaged. A moderate estimate of the loss incurred is \$100,000,000.

General Faunton further reports from San Francisco that the city is practically destroyed: the conflagrations are beyond control: there are now 200,000 people homeless, and food is most scarce, the provision stores being all destroyed, the Government is sending immense supplies, and the cities are vying with each other in affording relief. The Senate has voted \$500,000, the mortality is practically confined to tenement buildings: Englishmen and foreigners in the big hotels are doubtless safe.

The question whether *habeas corpus* was the proper remedy was argued at length.

Mr. Pollock followed Mr. Sharp and quoted authorities, after which his Lordship intimated that he would give his decision on that point on Monday (to-day).

Mr. Sharp then moved that the Chief Justice's order made on April 10, whereby Chan Hang-kiu, Chin Yam, Tsang Hung, Wong Sui-ho, Lau Sing-ku, Chin Kai-an and Ng I-ing were sentenced to three months' imprisonment, be dissolved and that they be discharged on the ground that they were not informed by the Chief Justice what statements made by them respectively constituted the alleged perjury, and on the ground that before sentence was passed upon them an opportunity was not given to them of being heard in their own behalf, or of showing cause why they should not be so committed.

His Lordship pointed out the summons had been taken out in chambers, which practically covered that ground. And then there was the material point that the order only referred to seven, whereas the commitment was of eight men, one man having disappeared before the warrant was issued.

Mr. Sharp, having read the motion, quoted the section of the Ordinance dealing with perjury, and said he would ask that the important phrase therein "it appears to the court" meant it judicially appeared to the court the observance of the essential principles on which judicial inquiries must be conducted. He then read from the official report of his Lordship's commitment and submitted that that commitment was bad upon the grounds stated in the notice of motion. The two essential grounds were, (1) that the prisoners were not informed by the Chief Justice of the statements made by them respectively of the alleged perjury; (2)

an opportunity was not given to the prisoners of being heard on their own behalf. He submitted that it was a fundamental and inviolable principle of law that no person could be punished until he had been given an opportunity of being heard in his own defence, and a very material part of this right was the right to call evidence if it should be necessary. He quoted authorities in support of his contention.

His Lordship said that in this case the witnesses were almost parties. The Official Receiver was suing for creditors.

Mr. Sharp said these people were not present when the evidence was given, as they would have seen had they been parties. They came there on the last night to hear the judgment.

His Lordship—I believe they were here every day.

Mr. Sharp—Some of them might, but not all of them.

His Lordship—A good many.

Mr. Sharp, continuing, said these witnesses or prisoners might have shown—although it was not part of his Lordship's duty to consider what defences they might have shown, and he himself should certainly not consider the point—that the statements they had made, were true. He had no doubt in fact they would have called further evidence to prove their statements. He was not going to consider what defence they might have raised if they had been given the opportunity. The point was that by the fundamental principle of law that they must be given that opportunity. He then cited a case in which five judges unanimously concurred in those findings, and went further and said that they had a right to call witnesses.

His Lordship—Then that would make it inevitable to try the case again, which would occupy another two or three days, keeping the jury impanelled and witnesses in attendance.

Mr. Sharp—But surely your Lordship could conclude the first case—in fact, you had concurred in the first case and had given your decision, and the jury had done all that was required of them, and they had no concern with the alleged perjury and only awaited their discharge. Mr. Sharp went on to quote several cases from the Privy Council and submitted that this Court could not over-ride decisions of that Council.

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His Lordship—But surely my summing up indicated in what the perjury consisted when I mentioned their statements about Wong Ka-cheng's being present at and addressing the meeting of creditors?

Chinese activity in Manchuria is increasing as the Japanese troops withdraw, and the attempts of the Chinese mandarins to assert their former authority is causing many complaints from Japanese and American merchants who have established themselves in business.

SUPREME COURT.

IN BANKRUPTCY JURISDICTION.

Saturday, 21st April.

APPLICATION FOR RELEASE OF CHINESE
MERCHANTS.Mr. E. H. Sharp, K.C., Mr. H. E. Pollock, K.C., and Dr. Ho Kai appeared in support of a writ of *habeas corpus* on behalf of the seven Chinese merchants, witnesses in the trial of an *habeas corpus* case.

The committee was again bad, for the law required that the warrant be signed by the judge committing, whereas this warrant was not signed by your Lordship, but by the Registrar. That certainly is a technical point, but taking all the reasons given your Lordship I must ask you to make an order for the release of these men from gaol.

Mr. Pollock, continuing the argument after

Mr. Sharp thought it would be more convenient to take the short application first.

His Lordship said he granted the writ of *habeas corpus* yesterday only for the convenience of parties.

Mr. Sharp added that both would be taken that morning.

His Lordship remarked that he had very great doubt as to whether *habeas corpus* was the proper procedure.Mr. Sharp said it would be unnecessary to consider that if his Lordship granted the application. The point had been raised in two ways. If his Lordship would grant that motion it would be unnecessary to consider *habeas corpus*.The question whether *habeas corpus* was the proper remedy was argued at length.

Mr. Pollock followed Mr. Sharp and quoted authorities, after which his Lordship intimated that he would give his decision on that point on Monday (to-day).

His Lordship pointed out that the summons had been taken out in chambers, which practically covered that ground.

And then there was the material point that the order only referred to seven, whereas the commitment was of eight men, one man having disappeared before the warrant was issued.

Mr. Sharp, having read the motion, quoted the section of the Ordinance dealing with perjury, and said he would ask that the important phrase therein "it appears to the court" meant it judicially appeared to the court the observance of the essential principles on which judicial inquiries must be conducted. He then read from the official report of his Lordship's commitment and submitted that that commitment was bad upon the grounds stated in the notice of motion. The two essential grounds were, (1) that the prisoners were not informed by the Chief Justice of the statements made by them respectively of the alleged perjury; (2)

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His Lordship—But surely my summing up indicated in what the perjury consisted when I mentioned their statements about Wong Ka-cheng's being present at and addressing the meeting of creditors?

HONGKONG JOTTINGS.

When I hazarded the guess last week that a certain Governmental department might economy by using envelopes over and over again if the necessary forethought were exercised to request that each be returned, I was much nearer the truth than I imagined. I have learned that communications in other departments must not be enclosed in envelopes unless the communication is confidential, and then the cover should bear the notice asking that it be returned to the office from which it was issued. Moreover, it has come to my knowledge that a whole sheet of newspaper must not be used where a half would be sufficient, and should an envelope be received which would not be available for future service, it should be cut into four and used for writing necessary chits. Carrying the same principle still further, necessary permits which have to be issued by officials are printed on paper, the reverse side of which has done duty in some other form.

Here is economy if you like. It ought to delight the hearts of our careful, canny Scotch bodies, who would not use a match if paper were available, and who are led to express surprise and alarm when they "hang a sapsen." No one will find fault with the authorities for being careful and taking pains to prevent waste even in such small matters, but their action is open to the criticism that more thought is devoted to the spending of a few cents than to the expenditure of thousands of dollars. Still, it is pleasant to note that extravagance does not characterize all official proceedings, and we may not hope in vain to see that the community benefits by this exercise of economy.

The Chinaman does not lavish a great amount of affection on his daughters is proverbial, but it is not often that this lack of sentiment is so apparent as in the case of the Cantonese guide about whom the following story is told. He had escorted a party of Easter visitors to one of the pagodas, where the party sat down to enjoy a rest and a sandwich. "Are you married?" "Yes." "Any children?" "One daughter. But she likes my food." "What do you mean?" "She die." At this he smiled, a proceeding which seemed so unnatural that one of the gentlemen remarked, "Very funny, isn't it?" The guide, who knew English well, failed to appreciate the sarcasm, for he grinned still more and added, "Master's daughter: more better son."

In the countries which comprise the United Kingdom a common topographical feature is the frequency with which some fabulous or historical leap is commemorated. For instance, there come to mind such names as the Devil's Leap, the Soldier's Leap, the Smuggler's Leap, but of course there are many more which readers will doubtless recall. Hongkong is not rich in this kind of nomenclature, though it may be that a certain spot in Queen's Road East will achieve some degree of notoriety by what may be described as the gambler's leap. During a police raid on a house where gambling was going on one of the panic-stricken natives jumped from the third floor kitchen into the air shaft or back yard, a distance of 50 feet; or 49 feet to be precise. Of course the result was fatal in his case, but another coolie, apparently for no other reason than that he had seen another man do it, also leaped from the window. His experience was different, for he was able to enter the Police Station and say he had jumped out of the window. He had only a sprained foot to show as the result of his daring but stupid deed. Truly a marvelous escape!

In these days when football has attained such popularity that "gates" are counted by tens of thousands and a final at the Happy Valley brings out hundreds of spectators, it will provoke a smile to read that among the acts of the Scottish Parliament which the Lord Advocate now puts forward for repeal as obsolete or unnecessary is one dated 14/14 and bearing the quaint title "Of Playing at the Fut Ball." Apparently it was framed to prevent the youth of the country spending the time at football which should be employed in archery practice, in which, alas, they were woefully deficient compared with their rivals south of the Border. Even today there are those who think that there is too much honour paid to the god of exercise and that more serious attention to business would make less probable those frequent outbursts about the success of foreign competition, but those who deify the value of sport would hardly wish to see such an Act enforced as to prohibit football or other manly exercise.

THE LATE MR. LITTLE.

The late Mr. Robert William Little, editor of the *North-China Daily News*, whose death we reported on Saturday, was the *doyen* of journalism in Shanghai. He was born in London on August 2nd, 1839. Educated at St. Paul's School, London, and Oriel College, Oxford, (where he took his B.A. degree), he subsequently studied for the bar. In 1862 he came to China and engaged in mercantile pursuits, connected chiefly with tea and shipping. In 1866, he joined the *North-China Daily News* and succeeded the late Mr. J. W. MacLellan as editor. A man of great versatility and force of character, he did not confine his attention to newspaper work, but devoted a great deal of his time and energy to public affairs. He was chairman of Shanghai Municipal Council for three years, from 1879 to 1881, and was Chairman of the Shanghai Branch of the China Association last year. He was an enthusiastic volunteer fireman and an officer in the local volunteer corps, taking keen interest in both bodies, and encouraging all his young friends to take up public duties. It was twice married. As a writer he was distinguished by a forcible and lucid style; and in addition was something of a poet. A very popular man in Shanghai, his death will be much regretted.

I felt somewhat aggrieved on Saturday night when some Americans jeered at our Fire Brigade. They made fun of the engine tearing along the principal thoroughfare at the rate of three miles an hour, and one of them became so excited that he rushed into the middle of the road and tried to persuade a stolid Indian policeman to remove himself from the danger zone. Then they laughed when they saw the helmeted men return in ruchas. It seemed like a parody to them that one was heard to declare that they couldn't beat that in "Noo York." Admittedly the absence of

horses dashing through the streets with the engine on which men are seated furiously blowing whistles robs a turnout of the Fire Brigade of that picturesqueness which it possesses at home, but it has to be remembered that the conditions here are not the same and the Brigade is a useful institution and not an ornament.

BANYAN.

FOOTBALL CHALLENGE SHIELD FINAL.

BY H.M.S. "DIADEM."

The expected happened in the final for the Challenge Shield which was played on the Hongkong Football Club's ground at Happy Valley on Saturday. The sailors beat the Hongkong Football Club by two goals. Unfortunately, a heavy shower of rain fell before the match began, making the soft ground softer and more slippery, but this did not daunt the spectators, the number present being larger than at any match this season. H.E. the Governor watched the play from the mated, which was filled. From a spectator's point of view the game was not an exciting one, being too much one-sided, but the Club made a good stand against their more skilful opponents.

Team: H.K.F.C.—C. C. Hickling; E. Humphreys, G. E. Morrell; C. C. Gray, J. Mitchell, F. C. Hall; W. H. Williams, R. Miller, W. E. Lockie, R. Whitamore and J. Mead.

H.M.S. "Diadem"—Scott; McDonald and Newman; Yonans, Wall and Locker; Lawrence, Connally, Bell, Matthews and Fowler.

As soon as play started the Club were forced to defend. The leather was immediately driven in the direction of their net, and Fowler was making the first effort when he was ruled off-side. Morrell repulsed a second attack, but the civilians were incapable of coping with the rapidly recurring charges, and as the ball tarried before the posts Connally sent in a sharp low shot; it struck Hickling's boot and found a resting place in the net. The Club transferred the play and Hall and Mitchell essayed to pass the *Diadem*'s keeper, but both attempts failed. Through some smart passing the sailors were again successful in besieging their opponents' fortress. Merrell and Humphreys endeavoured to stem the oncoming tide, but although they did excellent work—especially Humphreys—the odds against them were too great and they had to give way. Lawrence's attempt Hickling turned aside. Fowler was unsuccessful in getting through, his second shot striking the upright, but as it spun out Connally again caught it and landed it in the net, thus putting the *Diadem* two up. It was very seldom during the first half that the sailors' defence was seriously troubled, but throughout they kept the Club in a state of anxiety. Lawrence was making an attempt when he was ruled off-side. Shortly afterwards Bell followed with a nice oblique shot which just went behind. A second attempt struck the upright, and Humphreys had just relieved the pressure when the whistle sounded.

Halftime: H.M.S. *Diadem*, 2; H.K.F.C., 0.

At the start of the second half the Club made the running, but they were beaten off by a sound defence. A number of their players seemed loth to part with the ball; they hung on "too long," with the result that many opportunities were lost. Shortly after play started both sides showed signs of fatigue, and the impetuous attacks of the *Diadem*'s forwards which characterised the first half were conspicuous by their absence in the second. Several times the sailors looked like getting through when Humphreys, the most prominent of the civilian players, turned the play, and with the help of his comrades succeeded in holding the fort until time was called.

Result: H.M.S. *Diadem*, 2; H.K.F.C., 0.

After the match Mrs. Williams was asked to present the Shield and medals to the winning team. The Commodore, before calling upon her, said he was sure all present had enjoyed watching the exciting fight for the honour of winning the Hongkong Football Challenge Shield. Both teams were deserving of the shield, but he thought they would all agree with him when he said the best team had won it (cheers). The speaker then called upon his wife, who was the recipient of a handsome bouquet, to present the shield and medals. On completion of her task she was heartily cheered. The H.K.F.C. team then gave three cheers for the *Diadem*, the return of the compliment ending the proceedings.

REVIEWS.

Kakemono: Japanese Sketches, by A. HERBAGE EDWARDS. London: William Heinemann.

This book of expository paragraphs, dedicated "to my teachers, the people of Japan," is characterised more by fine writing than originality of thought and observation. The author seems to belong to that quaint school whose modern apostle seems to be Mr. "Bart" Kennedy. His style may be fairly parodied in the following "kakemono," largely compiled from actual quotations from the book:

Sunny Japan sits peaceful and still. It has rained all night and all day; big, solid drops that fall so compactly through the air as battalions of small shot, but at twilight the raindrops dwindle, slackened, dwindle, ceased.

The rain had stopped.

The stones on the pathway were all wet and shining. The rain had done that.

Ah! the rain. It had done more than that. Listen.

The gallant kurumaya, gallant descendant of no less gallant samurai, stops. Stands still. Perhaps it is the wonderful Japanese sympathy. Remember. The rain had also stopped.

Kurumaya-san (Oh! that Japanese politeness!) produces a dainty cigarette—a cigarette made of mermaid's hair.

Koji. That is what he needs, years for, needs, requires.

He produces a box, a little box. It is a matchbox, a frail, tiny affair. Japanese houses, those dear houses, are like that, frail, tiny, frail. One takes off one's boots before going in.

The *kurumaya* is sad, sorrowful. Japesse matches strike only on the box; and the rain (see page 159) has made the box damp. Damp!

Mr. Herbert Edwards's book is in that tone, but there is nothing funny in it. He is in deadly earnest all through. He writes about the wonderful expression of Dai-Batau, to begin with, and deliberately states that "the heavily-lidded eyes droop lower, and the slow smile is still," in response to the enquiry, "What is thy secret, Great Lord Buddha?" This is extraordinary, in the case of a bronze image whose expression we have examined and identified as a faintly cynical one. But it is no more extraordinary than his further statement that "the murmuring water runs more swiftly." Apart altogether from the fact that, to the best of our recollection, all the water in the vicinity is stagnant ponds, we do not believe that running water ever accelerates its pace because a phrase-monger needs the emphasis thus obtained. We have no doubt that we are not being quite fair; that many readers will wade through this addition to the already copious bibliographia Japonica with keen delight; but we are sure that they will also acquire many wrong impressions; and personally, we find the style irritating. The author, who admits that he allowed his rascapular to stop and gesticulate at every "sacred" campfire-tree (ours never lived that on), remarks on page 141 that "many writers have exclaimed in paragraphs sprinkled with interjections." We can think of no comment more just than to quote.

Judas, by SIDNEY MOUTRIE, Shanghai: Kelly & Walsh, Ltd.

The author, Mr. Sidney Moutrie, of Shanghai, is not unknown in the literary world. Several of his works have already attracted favourable notice, and the present, which is dedicated "to Herbert Beerbohm Tree in grateful acknowledgement of his interest and encouragement," bids fair to rival some of his previous efforts. Mr. Moutrie has, in his own words, fulfilled in some degree Aristotle's definition of tragedy. Certainly he raises pity and stirs the soul to a kind of intellectual delight. No one can feel slight pity for the miserable Judas who betrayed his master for a comparatively trifling sum of money. When his mother, affectionate, but proud of race, learns that he has committed this black dishonour, she bids him:

"If still I would be my son,
Die I shall not blush in weeping for thee.
See there that rope: take it. I give it thee.
Now dost thou understand?"

The wretched man to whom the sight of the pieces of silver is a reproach, presents them to a blind beggar, who returns them because he is not assured they have been honestly gained. Judas at last throws them out of the window and afterwards hangs himself. His mother relents and enters the chamber to save her son, but she arrives too late. The pathos is deepened by the love element. The foster daughter of Judith is in love with Judas, and the dialogue between the two women when the older relates her dream of the treacherous act of Judas is particularly fine. Undoubtedly "Judas" possesses both literary and dramatic merit.

The *Yarn of Old Harbour Town*, by W. CLARKE RUSSELL. London: T. Fisher Unwin.

Though not by any means his best, Clarke Russell here gives us another of these tales redolent of the salt sea and stirring adventures in the days of the wooden walls. There is not so much movement here as in some of his stories, but "The Yarn of Old Harbour Town" appeals to the reader by the interesting character studies which the author has presented. The principles, at least the man, stand out vividly, man of virility and character, though the hero becomes a hero in spite of what we call a moral kink. After doing glorious things in the Royal navy and beginning a career full of promise, he blights his prospects by an act of drunkenness. Dismissed the service, he gives way to his failings, and is reduced to living on the rather limited means of his father. This also means that the girl whom he loves and who really returns his affection will not tolerate his advances. However, her father gives him the command of a ship and then the hero behaves so unheroically as to entrap the girl on board, and sail away in the hope of forcing her to marry him. She, in order to terrify him, feigns madness and is ultimately hauled over to a home-going vessel. Notwithstanding that experience, her regard for him is undiminished, and though he attempts suicide when captured he is nursed back to health, and all being forgiven the two subsequently marry and all ends well.

THE HONGKONG DAILY PRESS, MONDAY, APRIL 23RD, 1906.

HAMBURG.

[FROM OUR CORRESPONDENT.]

March 20th.

DESTRUCTIVE WEATHER.

After a mild winter the month of March came in as a lamb, but soon cast off the disguise and appeared in its true colours as a roaring lion. Violent north-westerly gales accompanied by heavy snowstorms have been raging in the German Ocean from the Channel to the coasts of Denmark and Norway and only now gradually subsiding. Spring-tides, such as have not been experienced for years, have inundated the coasts and the banks of the rivers, doing considerable damage to dikes and buildings and drowning many heads of cattle. In Antwerp the Scheldt flooded the quays, sweeping away or else seriously injuring the goods stored there; Flushing and other places on the river were set under water, obstructing the railway service, the English mail-train going off the lines on one occasion. The islands have suffered severely; Heligoland, for instance, was enveloped in clouds of foam and spray for several days, the angry waves invading the lower parts, carrying away the landing stage and some of the buildings. The "Dnie," well known to all visitors, has sustained severe damage, although fortunately not to the extent at first apprehended. To land on the island was impossible, so that the Kaiser, who had come on a tour of inspection, had to turn back. Cuxhaven had not paid its tribute, several buildings and part of the seawall have been carried away, even the massive fortifications have not been able to resist the fury of the elements altogether, and the dikes show gaps here and there. The storms have left their mark all along the banks of the lower Elbe; here and in the neighbouring town of Altona the water stood on the quay; the cellars of the adjacent houses and of those on the canals were flooded and everywhere detachments of the fire brigade were to be seen hard at work pumping them dry. Numerous shipwrecks have been reported, some vessels lie high and dry in places whence it will hardly be possible for them to return to their native element. Few lives, however, seem to have been lost, although serious apprehensions were entertained concerning the fishing fleets out at sea; nearly all the boats have since come in or have found shelter elsewhere. The amount of property destroyed on the other hand is very great; in Antwerp and its neighbourhood alone the damage done is said to exceed three million francs!

GERMANS AT COURRIERES.

But all this pales beside the dreadful colliery disaster at Courrières in France, where from a thousand to twelve hundred men have perished, leaving at a low computation 6,000 children fatherless. The pits or concessions as they are called, are situated in the great coal basin of Bethune, the output of which reaches close upon 16 million tons annually, and extend over an area of 6,000 hectares. They were considered particularly safe with regard to fire-damp and the entire plant and timber-work, etc., are said to have been of the most approved pattern. A short time ago fire broke out in two of the pits which it proved impossible to extinguish. The heat, it is now supposed, generated fire-damp and other gases, which found their way through fissures in the rocks to the neighbouring galleries, where the men, if report be true, were working with naked lights. Several terrific explosions followed, bringing down enormous masses of rock and stone and killing or imprisoning some sixteen hundred men. Few of them succeeded in escaping and although no time was lost in commencing operations for saving the remainder, only a few hundred seem to have been rescued and there seems to be no chance of any more being still alive. At first little progress was made as the available appliances proved inadequate and not adapted to the circumstances; and it was not until a body of about twenty specially trained savages men from the Westphalian coal districts appeared on the scene that the work underground advanced at a more rapid rate. Whether these men were sent by the Kaiser or had come of their own accord, prompted by a deep fellow-feeling with the victims, is not quite clear, at any rate their services were gladly accepted, and having received permission to descend to the pits at once, they started work without delay and have continued at it, with but short intervals of rest, until now. Their assistance has been most valuable, as they have been trained to the work, and as their outfit, consisting of fire-proof helmets, bags of oxygen for breathing and other implements combines all the latest improvements enabling them to penetrate further into the passages and galleries than had been possible so far. A system of ventilation has since been established in order to purify the atmosphere below, but the air is getting worse owing to the stench caused by the decomposition of the bodies of the buried and of the carcasses of the horses which it has been impossible to remove. An attempt has been made to wall in the pits that are on fire, in the hopes of smothering the fire by excluding all air, but the engineers do not seem to have much faith in this measure, and it is feared that all work will have to be stopped shortly, as the vitiated atmosphere is endangering the lives of the brave men engaged in recovering the bodies. The scenes outside are said to have defied description, particularly in the beginning; every load of dead bodies or charred remains produced fresh outbreaks of grief and anguish on the part of the wives and children and others gathered round the pit mouths; but why dwell on such pictures, where help is out of the question. Strange to say, a strike of the miners, which is fast spreading all over the district, has followed upon the sad occurrence; the men accuse the managers of the collieries of gross neglect and worse, in making light of premonitory symptoms and not adopting preventive measures at once, but as their demands are

DEPRECATION OF SHIPS, BUILDINGS, DOCKS & OTHER PROPERTY.

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PROSPECTUS.

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THE KIANG-PEI CONCESSIONS, LTD.

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AUTHORISED SHARE CAPITAL, TAELS 500,000 SHANGHAI SYCEE.
DIVIDED INTO 5,000 ORDINARY SHARES OF 100 TAELS EACH.
of which 2,000 Shares have already been subscribed and 1,000 Shares have been allotted to the Vendor, leaving 2,000 Shares for which application is now invited at par.

Payable as follows:—
The 10 per Share on Application.
" 10 " on Allotment.
" 30 " on 31st May.

Tls. 50

The Balance of the Capital will be called up as required, in two instalments of Tls. 25 each for payment of which notice of not less than three months for the first instalment and later, if required, another three months for the second instalment will be given by advertisement in the local Newspapers.

DIRECTORS:
H. CHOW KE CHANG, President of the Szechuan Commercial Bureau.
E. JENNER HOGG, Esq., 10, Peking Road, Shanghai.
E. C. PEARCE, Esq., Messrs. Ilbert & Co., Shanghai.

YU YA CHING, Esq., Banker, Shanghai.
ARCHIBALD J. LITTLE, Esq., Managing Director of the Chungking Trading Co., Ltd
(who will join the Board after allotment).

BANKERS:
THE HONGKONG & SHANGHAI BANKING CORPORATION, who will receive applications and deposits at their Hongkong, Shanghai, Hankow, &c., Office.
THE TIEN SHUN HSIAO, who will receive applications and deposits at their Chungking Office.

SOLICITORS:
Messrs. STOKES, PLATT & TEESDALE, Shanghai.
Messrs. JOHNSON, STOKES & MASTEE, Hongkong.

AUDITORS:
Messrs. LOWE & BINGHAM.
GENERAL AGENTS:
Messrs. ARNHOLD, KARBERG & CO.

PROSPECTUS OF THE KIANG-PEI CONCESSIONS, LTD.

This Company has been formed to take over a contract entered into by the Board of Mines in Szechuan with Mr. Archibald Little, and ratified by the Peking Board of Foreign Affairs in December, 1904. Such contract has for its object the formation of an Anglo-Chinese Company, with a capital of Tls. 500,000, divided into 5,000 shares of Tls. 100 each, to undertake the exploitation of the mining region of Kiang-pei Ting, Sub-Prefecture in the Province of Szechuan. The original contract in Chinese and an English translation of it can be seen at the offices in Shanghai of Messrs. Stokes, Platt and Teesdale, the Solicitors to the Company. Its terms are shortly as follows:—

During a period of 50 years, which may, with the consent of the Chinese Government, be extended by a further period of 15 years, the Anglo-Chinese Company is authorized to mine coal and iron throughout the above-mentioned sub-prefecture, and no other Foreign Company or joint Chinese or Foreign Company, shall be permitted to prospect or mine within such prefecture. A Chinese Company called the Pao Fu Company, already formed and organized with the approval of the Provincial Government, has to provide, out of its own resources sufficient capital to acquire by negotiation with the native owners such mining lands as the Anglo-Chinese Company shall desire to work, and having acquired such lands the Pao Fu Company has to lease them to the Anglo-Chinese Company in return for an annual rental amounting to 2% per cent. of the value of the output at the pit mouth. A pit tax of 5 per cent. of the output of coal and iron has to be paid to the Central Government, and any mining regulations eventually agreed upon between the Chinese and British Authorities will have to be adhered to.

The contract further provides that the net profits, after payment of the annual rent, pit tax, and working expenses and subsequent to a first charge for payment of interest to the shareholders of 8% per annum on the capital of the Company, are to be divided into ten parts and apportioned as follows:—

One-tenth is to be set aside for Amortization of Capital, and one-tenth for a Reserve Fund; of the remaining eight-tenths, 25 per cent. has to be paid as royalty to the Chinese Government, and the balance is at the disposal of the shareholders of the Anglo-Chinese Company.

Permission is given for the employment of a Mining Expert to prospect, and also for the construction of railways and canals for the transport of minerals, subject to reasonable conditions.

The Concession area is comprised within the limits of such prefecture of Kiang-pei, a district situated on the north bank of the Yangtze River, immediately below the Treaty Port of Chungking; and measuring 190 li east and west and 200 li north and south, an area of some 3,000 square miles. The district is said to contain deposits of the best coal and iron ores in Szechuan, if not in China. Thousands of old workings of both minerals testify to the wide extension of the deposits. The native miners abandon their workings in the ground as soon as difficulties with water or ventilation arises, and thus many promising mines have been left derelict and are now, under the terms of the concession, open to profitable working by improved foreign methods.

Of the few coal mines in the basin now being worked on a comparatively important scale, that at Lungwangting is the chief. The coal from these collieries is almost identical with Welsh, is free from sulphur, and in the best steam raising yet discovered in China. During the past five years, an association of the local mine owners and gentry have combined with Mr. Little in working one seam in the Lungwangting Glen, and have met with an active demand for their production, both in Szechuan locally as well as in the Lower Yangtze ports: Ichang and Hankow. No coal approaching the Lungwangting in quality has so far been found in the Yaotang Valley, and as a consequence, this Association has been able to sell all the coal it has been able to put out at the following prices:—In Chungking, Tls. 5 per ton; in Ichang, Tls. 5.50 per ton, and in Hankow, Tls. 11.50 per ton—against Japan coal selling in Hankow at 7 taels per ton.

The cost of the coal at the pit mouth is little over one tael per ton; and it is to lessen the cost of transit by the substitution of a light mineral railway for the costly portage now employed between the mine and the river, that capital is required. The distance from the mine to the river is 15 miles, and the estimated cost of a two-foot gauge line is Tls. 150,000. The road will be carried by easy gradients along the valley of a stream, which falls into the river at the site of the Company's shipping port of Shihskou, to which railway transport will effect a reduction on present costly transport of Tls. 2 per ton. By improvements in the working and the opening of a new adit to tap a hitherto untouched portion of the field, a practically unlimited increase in the output may be obtained at a reduced cost from the Lungwangting Coal field alone.

All consumers of the Lungwangting coal testify to its exceptional value as a steam-raiser. The Company holds certificates from Naval Engineers, from Messrs. Jardine & Co., and from Messrs. Arnhold, Karberg & Co., and from the Luhun Railway, all of which may be seen at the offices of the Solicitors. The Chief Engineer of the latter notes the fact that using this coal his compound engines can make the run of 200 miles without stopping to clean fire.

Alongside of the coal deposits are found excellent iron ores, which are now worked on a small scale by the natives, who make fine castings which are employed in steel manufacture throughout the province. Seeing that the coal and iron ores, hematite and clay-ironstone, are in juxtaposition, and that masses of first-class limestone, from which large supplies of cheap lime are now drawn, lie above the coal, there is material here for a great iron and cement industry in the near future.

The untouched reserves of coal and of iron ores throughout the wide Concession area are practically unlimited. Of the one narrow seam now being worked at Lungwangting, Mr. Kingmill, C.E., who made a detailed survey of the region last year, and whose report and maps of the surface, as of the geological features, as well as of the Concession area, may be seen at the Company's offices, estimates the untouched area of the Lungwangting seam, practically level and self-draining, at fifty-four square miles. Out-croppings in the neighbouring glens, as well as along the river bank, show the existence of numerous other seams. One such is the nine foot seam of the Liukou mines, situated to the West of the Lungwangting, a coal which, when the mines were in full working, supplied the brine distilleries at the salt wells. The intrinsic value of this coal is shown by the fact that it pays to convey it up a "rapid" infested stream, to the salt wells, to distances of four and five hundred li.

Messrs. Arnhold, Karberg & Co., who, for the past three years, have acted as Agents for the sale of the coal in Hankow, will continue the management as General Agents of the Company for a term of three years from date. The provisional agreement can be seen at the offices of the Solicitors to the Company.

The terms under which the Concessionaire, as Vendor, parts with his Concession to the Company which was registered in Hongkong on the 23rd March last, have been formulated in an agreement dated the 27th day of March, 1906, made by him with the Company, whereby he transfers to the Company all his mining interests in the region acquired thereunder, in return wherefor he is to receive one thousand fully paid-up Shares in the Company.

Under present disadvantageous conditions the Lungwangting Collieries have, since their management was taken over by the vendor in 1899, distributed an annual dividend of 15 per cent. on a capital of Tls. 60,000, and an output of only 20,000 tons, besides some ton per cent. spent on improvements in the mines. The short railway will be built during the coming winter, after which it will be possible to deal with a vastly increased output, and to earn a proportionately increased dividend. Iron smelting and allied industries will be dealt with later. It will be the aim of the Directors to work economically, and only to introduce expensive innovations cautiously.

The working of this Concession is no new experiment, but a proved proposition which only needs fresh capital to be developed into an enterprise of great magnitude. By its conversion into a Limited Liability Company, investors are offered an unique opportunity of participating in one of the most promising mining concessions that the Chinese Government has thought fit to grant. They granted this Concession in recognition of the work already done by the Concessionaire in Szechuan, and there is every reason to anticipate their continued and hearty support in carrying through the developments contemplated.

Copies of the Contracts and Report referred to in this prospectus, and of the Memorandum and Articles of Association of the Company, may be inspected at the offices in Shanghai of the Company's Legal Advisers.

Applications for shares should be made upon the accompanying form and forwarded to the Bankers of the Company, together with the amount payable on application. If no allotment is made, the deposit will be returned without deduction, and where the number of shares allotted is less than the number applied for, the surplus will be credited in reduction of the amount payable on allotment.

Prospectuses and Forms of Application for shares may be obtained at the offices of the HONGKONG & SHANGHAI BANKING CORPORATION in Shanghai, Hongkong, Hankow, &c., and also at the SOLICITORS' OFFICES, No. 4, Yuan-ming-yuan Road, in Shanghai.

Shanghai, 16th April, 1906.

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AUCTIONS

PUBLIC COMPANIES

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of which 2,000 Shares have already been subscribed and 1,000 Shares have been allotted to the Vendor, leaving 2,000 Shares for which application is now invited at par.

Payable as follows:—
The 10 per Share on Application.
" 10 " on Allotment.
" 30 " on 31st May.

Tls. 50

The Balance of the Capital will be called up as required, in two instalments of Tls. 25 each for payment of which notice of not less than three months for the first instalment and later, if required, another three months for the second instalment will be given by advertisement in the local Newspapers.

DIRECTORS:
H. CHOW KE CHANG, President of the Szechuan Commercial Bureau.

E. JENNER HOGG, Esq., 10, Peking Road, Shanghai.
E. C. PEARCE, Esq., Messrs. Ilbert & Co., Shanghai.

YU YA CHING, Esq., Banker, Shanghai.
ARCHIBALD J. LITTLE, Esq., Managing Director of the Chungking Trading Co., Ltd
(who will join the Board after allotment).

BANKERS:
THE HONGKONG & SHANGHAI BANKING CORPORATION, who will receive applications and deposits at their Hongkong, Shanghai, Hankow, &c., Office.

THE TIEN SHUN HSIAO, who will receive applications and deposits at their Chungking Office.

SOLICITORS:
Messrs. STOKES, PLATT & TEESDALE, Shanghai.
Messrs. JOHNSON, STOKES & MASTEE, Hongkong.

AUDITORS:
Messrs. LOWE & BINGHAM.

GENERAL AGENTS:
Messrs. ARNHOLD, KARBERG & CO.

PROSPECTUS OF THE KIANG-PEI CONCESSIONS, LTD.

This Company has been formed to take over a contract entered into by the Board of Mines in Szechuan with Mr. Archibald Little, and ratified by the Peking Board of Foreign Affairs in December, 1904. Such contract has for its object the formation of an Anglo-Chinese Company, with a capital of Tls. 500,000, divided into 5,000 shares of Tls. 100 each, to undertake the exploitation of the mining region of Kiang-pei Ting, Sub-Prefecture in the Province of Szechuan. The original contract in Chinese and an English translation of it can be seen at the offices in Shanghai of Messrs. Stokes, Platt and Teesdale, the Solicitors to the Company. Its terms are shortly as follows:—

During a period of 50 years, which may, with the consent of the Chinese Government, be extended by a further period of 15 years, the Anglo-Chinese Company is authorized to mine coal and iron throughout the above-mentioned sub-prefecture, and no other Foreign Company or joint Chinese or Foreign Company, shall be permitted to prospect or mine within such prefecture. A Chinese Company called the Pao Fu Company, already formed and organized with the approval of the Provincial Government, has to provide, out of its own resources sufficient capital to acquire by negotiation with the native owners such mining lands as the Anglo-Chinese Company shall desire to work, and having acquired such lands the Pao Fu Company has to lease them to the Anglo-Chinese Company in return for an annual rental amounting to 2% per cent. of the value of the output at the pit mouth. A pit tax of 5 per cent. of the output of coal and iron has to be paid to the Central Government, and any mining regulations eventually agreed upon between the Chinese and British Authorities will have to be adhered to.

The contract further provides that the net profits, after payment of the annual rent, pit tax, and working expenses and subsequent to a first charge for payment of interest to the shareholders of 8% per annum on the capital of the Company, are to be divided into ten parts and apportioned as follows:—

One-tenth is to be set aside for Amortization of Capital, and one-tenth for a Reserve Fund; of the remaining eight-tenths, 25 per cent. has to be paid as royalty to the Chinese Government, and the balance is at the disposal of the shareholders of the Anglo-Chinese Company.

Permission is given for the employment of a Mining Expert to prospect, and also for the construction of railways and canals for the transport of minerals, subject to reasonable conditions.

The Concession area is comprised within the limits of such prefecture of Kiang-pei, a district situated on the north bank of the Yangtze River, immediately below the Treaty Port of Chungking; and measuring 190 li east and west and 200 li north and south, an area of some 3,000 square miles. The district is said to contain deposits of the best coal and iron ores in Szechuan, if not in China. Thousands of old workings of both minerals testify to the wide extension of the deposits. The native miners abandon their workings in the ground as soon as difficulties with water or ventilation arises, and thus many promising mines have been left derelict and are now, under the terms of the concession, open to profitable working by improved foreign methods.

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SHIPPING.

ARRIVALS.

DEVAWONGSE, German str., 1,140, T. V. Bruhn, 29th April—Bangkok 12th April, and Swatow 19th, General—Butterfield & Swire.
GERMANIA, German str., 1,716, H. Lorenzen, 21st April—Bangkok 12th April and Kuching 14th, Kico—Jelsohn & Co.
HAIRUN, British str., 636, A. J. Robson, 22nd April—Fuchow 19th April, Amoy 29th and Swatow 21st, General—Douglas Lapeyre & Co.
HEIM, Norwegian str., 757, Eriksson, 22nd April—Bangkok 14th April, Chinese
HONGKONG, French str., 12, A. Suzzoni, 20th April—Maula 17th April, Ballast—A. R. Marti.
JACOB DIEDERICHSSEN, German str., 623, L. Hink, 21st April—Haiphong and Hanoi
20th April, General—Jelsohn & Co.
KRONWIG, German str., 1,115, Kohler, 21st April—Bangkok 15th April, Rice and General—Butterfield & Swire.
KNUTSEN, German str., 640, Jurgensen, 21st April—Cleto 16th April, General—Jelsohn & Co.
KWELICHOW, British str., 125, G. Hooker, 21st April—Tientsin 14th April, General—Butterfield & Swire.
KWANHAN, Chinese steamer, 22nd April, from Canton.
KWELLIN, British str., 1,072, Brymer, 20th April—Swatow 19th April, Ballast—Butterfield & Swire.
KWONGSHANG, British steamer, 22nd April, from Canton.
LISA, Swedish steamer, 21st April, from Canton.
NAM SHAN, British str., 1,261, Allan Jones, 21st April—Saigon 17th April, General—Bradley & Co.
PUTANGLOI, German str., 1,297, L. Gorenken, 20th April—Bangkok 13th April, Rice and Melchers & Co.
QUINTA, German steamer, 21st April, from Canton.
SAINT BRIDE, British steamer, 2,114, W. Nicol, 20th April—Carnival 8th March, Coal—Government.
SHANTUNG, British str., 1,835, J. Robinson, 20th April—Moji 14th April, Coal, Buttermilk & Swire.
SHAWMUT, American str., 9,606, Roberts, 21st April—Tacoma and Manila 19th April, General—Dedwell & Co.
TINOSANG, British str., 1,645, W. S. Thomas, 21st April—Chinkiang 14th April, General—Jardine Matheson & Co.
TRIESTE, Austrian str., 3,290, D. Mistrirogi, 21st April—Trieste 6th March, General—Sandier, Wieler & Co.

DEPARTURES.

April 21st.
ARCADIA, British str., for Europe.
ARCADIA, German str., for Shanghai.
CHIYUEN, Chinese str., for Shanghai.
DOS HERMANOS, Amer. str., for Manila.
MERCEDES, British transport, for Shanghai.
PALERMO, British str., for Yokohama.
STANDARD, British str., for Bangkok.
ZAFIRO, British str., for Manila.
April 22nd.
CHARTERHOUSE, British str., for Amoy.
DALIN MARU, Japanese str., for Tamsui.
DARDANIS, British str., for Nagasaki.
GULF OF VINCIQUE, British str., for Vladivostock.
HATTAN, British str., for Coast Ports.
HANOI, French str., for Haiphong.
MEIRAI, British str., for Amoy.
OERA, Belgian str., for Yokohama.
PRONO, Norwegian str., for Canton.
SHANG, British str., for Shanghai.
STETIN, British str., for Tientsin.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship

"TRISTE,"
Captain D. Mistrirogi, will leave for the above places TO-MORROW, the 24th inst., A.M.
For Freight or Passage, apply to SANDEIR, WIELER & Co., Agents, Princes Building, Hongkong, 13th April, 1906. [3]

FOR SHANGHAI, NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"DAPHNE,"
Captain Schipper, will be despatched for the above Ports TO-MORROW, the 24th inst., at 4 P.M.
The steamer has superior accommodation for Passengers.

HAMBURG-AMERIKA LINIE,
Hongkong Office, Hongkong, 17th April, 1906. [89]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.
THE Steamship

"DOKTAH,"
will be despatched for the above Ports on WEDNESDAY, the 25th April.

For Freight, apply to CHEWAN, TOME & CO., Agents, Hongkong, 9th March, 1906. [51]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE,"
Captain Kroble, will be despatched as above on about 8th May.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 14th April, 1906. [881]

"SHIRE" LINE OF STEAMERS.

MARSEILLE, LONDON & ANTWERP

THE Steamship

"MERIONETHSHIRE,"
will be despatched for the above Ports on or about the 10th May.

For freight and further particulars, apply to SHEWAN, TOME & CO., Agents, Hongkong, 12th April, 1906. [871]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Masters to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	PILO & BIG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. & N. Co.	On 5th May, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SOCOIRA	Brit. str.	—	W. R. Hickey	P. & O. & N. Co.	About 8th inst.
LONDON & ANTWERP	BENVENUE	Brit. str.	—	Kroble	GIBB, LIVINGSTON & CO.	About 8th May.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	1 m.		SHEWAN, TOME & CO.	About 15th May.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
AMSTERDAM, LONDON & ANTWERP	BELLEROPHON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 8th May.
AMSTERDAM, LONDON & ANTWERP	HECTON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 22nd May.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 5th June.
MARSEILLES, &c., VIA PORTS OF CALL	DRUGILLON	Fren. str.	—	Bourdier	MESSAGERIES MARITIMES	On 1st May, at 1 P.M.
MARSEILLES, HAMBURG	ERNEST SIMONS	Ger. str.	—	Gistebreit	HAMBURG-AMERIKA LINIE	On 11th May.
MARSEILLES, LONDON & ANTWERP	JSTRIA	Ger. str.	—		SHEWAN, TOME & CO.	About 10th May.
BREMEN, VIA PORTS OF CALL	PE. E. FRIEDRICH	Dan. str.	—		MELCHERS & CO.	On 25th inst., at Noon.
COPENHAGEN & BALTIK PORTS	AKILA	Ger. str.	—		MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	—	Peter	HAMBURG-AMERIKA LINIE	On 2nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAFIZZ	Ger. str.	—	Schafeldt	HAMBURG-AMERIKA LINIE	On 2nd May.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	—	Meyerdricks	HAMBURG-AMERIKA LINIE	On 16th May.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	—	Bremner	HAMBURG-AMERIKA LINIE	On 30th May.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILLA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 23rd June.
TRISTE, &c., VIA SINGAPORE, &c.	FILIPPO ARTELLI	Aus. str.	—	Sander	HAMBURG-AMERIKA LINIE	About 8th May.
GENOA, MARESILLES & LIVERPOOL	CALHAS	Brit. str.	1 m.	Wieland	WIELER & CO.	On 29th May.
NEW YORK VIA PORTS & SUEZ CANAL	HYSON	Brit. str.	1 m.	Dodwell & Co., LD.	DODWELL & CO., LD.	On 24th June.
NEW YORK	SATSUMA	Brit. str.	—		STANDARD OIL CO.	About end of May.
NEW YORK	SENECA	Brit. str.	—		HAMBURG-AMERIKA LINIE	About 4th May.
NEW YORK	VANDALIA	Ger. str.	—	Grimes	STANDARD OIL CO.	On 16th May.
NEW YORK VIA PORTS & SUEZ CANAL	RAMSAT	Am. str.	—	Hause	STANDARD OIL CO.	On 25th May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTRAIL	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 2nd May.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	TITUS	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 9th May.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	SHAWMUT	Am. str.	—		BUTTERFIELD & SWIRE	On 19th May.
DAKOTA	DAKOTA	Am. str.	—		DODWELL & CO., LTD.	On 26th inst.
ABARIA	ABARIA	Ger. str.	—		POSTLAND & ASIATIC S.S. CO.	Today.
DAKOTAH	DAKOTAH	Brit. str.	—	E. V. Roberts	POSTLAND & ASIATIC S.S. CO.	On 22nd May, at Noon.
EMPIRA	EMPIRA	Brit. str.	—	E. Francke	GIBB, LIVINGSTON & CO.	On 25th inst.
PRINCE SIGISMUND	PRINCE SIGISMUND	Brit. str.	—	Metzenthin	MELCHERS & CO.	On 28th inst., at Noon.
ORANGE BRANCH	ORANGE BRANCH	Brit. str.	—	Helms	HAMBURG-AMERIKA LINIE	On 1st May, at Noon.
PALAWAN	PALAWAN	Brit. str.	—	A. F. Street	DODWELL & CO., LD.	Quick despatch.
KWEILIN	KWEILIN	Brit. str.	—		WIELER & CO.	About 29th inst.
KWEICHOW	KWEICHOW	Brit. str.	—		BUTTERFIELD & SWIRE	To-day.
CHONGSHING	CHONGSHING	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th inst.
SHANTUNG	SHANTUNG	Brit. str.	—	Schipper	JARDINE, MATHESON & CO.	Tomorrow, at 4 P.M.
TRISTE	TRISTE	Aus. str.	—	D. Mistrirogi	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YUCHOW	YUCHOW	Brit. str.	—		JARDINE, MATHESON & CO.	Tomorrow.
KWONHWA	KWONHWA	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
PRINZ HEINRICH	PRINZ HEINRICH	Ger. str.	—		JARDINE, MATHESON & CO.	Tomorrow, at 4 P.M.
AKAISHI MARU	AKAISHI MARU	Jap. str.	—		JARDINE, MATHESON & CO.	Tomorrow, at 4 P.M.
AMARA	AMARA	Brit. str.	—		JARDINE, MATHESON & CO.	Tomorrow, at 4 P.M.
SHAOHSING	SHAOHSING	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th inst.
FAUSANG	FAUSANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 28th inst., at 4 P.M.
DONGOLA	DONGOLA	Brit. str.	—		JARDINE, MATHESON & CO.	About 3rd May.
SHOSHU MARU	SHOSHU MARU	Jap. str.	—	G. Phillips	OSAKA SHOSEN KAISHA	On 9th May.
DAIGI MARU	DAIGI MARU	Jap. str.	—	T. Nemoto	OSAKA SHOSEN KAISHA	On 29th inst., at 10 A.M.
DAIJIN MARU	DAIJIN MARU	Jap. str.	—	S. Tagami	OSAKA SHOSEN KAISHA	On 6th May, at 10 A.M.
MAIDZUKE MARU	MAIDZUKE MARU	Jap. str.	—	H. Ohta	OSAKA SHOSEN KAISHA	On 2nd May, at 10 A.M.
HAIMUN	HAIMUN	Brit. str.	—	Merlin	OSAKA SHOSEN KAISHA	To-day, at 1 P.M.
TEAN	TEAN	Brit. str.	1 m.	A. J. Robson	BUTTERFIELD & SWIRE	To-morrow.
YUENSANG	YUENSANG	Brit. str.	—	E. Almond	JARDINE, MATHESON & CO.	On 27th inst., at 4 P.M.
ZAFIRO	ZAFIRO	Brit. str.	—	E. Rodger	SHEWAN, TOME & CO.	On 28th inst., at Noon.
KAIFONG	KAIFONG	Brit. str.	—		BUTTERFIELD & SWIRE	On 28th inst.
KUTSANG	KUTSANG	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
TIJPANAS	TIJPANAS	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LISS	About 2nd May.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM NAVIGATION COMPANY.

FOR STEAMERS
TO SAIL
REMARKS

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO POET SAID and MARSEILLES } About 25th April } Freight only.
DEVAHNA } W. R. Hickey }
T. H. Hide, R.N.R. } See Special Advertisements.
For further Particulars, apply to E. A. BEWETT, Superintendent.

Hongkong, 9th April, 1906.</p

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 28th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May.
GLASGOW and LIVERPOOL	"HYSON"	On 12th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 15th May.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 17th May.
GLASGOW and LIVERPOOL	"IDOMENUS"	On 23rd May.
HOMEBWARDS.		
FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May.
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	DUE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	On 16th May.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW" and "YANGTSE"	On 25th April and 25th May.
For Freight, apply to—		
Hongkong, 20th March, 1906.	BUTTERFIELD & SWIRE, AGENTS.	[9.10]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"KWEILIN"	On 23rd April.
MANILA	"TEAN"	On 24th April.
SHANGHAI	"YOCHOW"	On 24th April.
SHANGHAI	"SHAOHSING"	On 27th April.
CHEFOO and TIENTSIN	"KWEIOHNG"	On 27th April.
CEBU and ILOILO	"KAIFONG"	On 29th April.
CALLAO	"SHANTUNG"	On 8th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 19th April, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING	
* TAMSIU VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 29th April, at 10 A.M.	
TAMSIU VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 6th May, at 10 A.M.	
+ SHANGHAI VIA SWATOW, AMOY AND FOOCHOW ANPING VIA SWATOW, AMOY AND AMOY	"AKAIKI MARU"	TUESDAY, 1st May, WEDNESDAY, 2nd May.	
+ SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"MAIDZURO MARU"	WEDNESDAY, 2nd May.	
+ SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SHOSHU MARU"	WEDNESDAY, 9th May.	

* These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building, Hongkong, 18th April, 1906.

T. ARIMA, Manager. [14]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIQUE PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SENEGAMBIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 26th April Freight.
Capt. Peter		
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 2nd May Freight.
Capt. Schonfeld		
JSTRIA	MARSELLLES and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th May Freight.
Capt. Grembina		
C.FERD LAEISZ	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th May Freight.
Capt. Meyerdiercks		
SITHONIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th May Freight.
Capt. Brune		
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 14th June Freight.
Capt. Schmidt		
AELIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 28th June Freight.
Capt. Schulte		
VANDALIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 10th May Freight.
Capt. Haase		

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, KING'S BUILDING.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS,

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES

PRINZ EITEL FRIEDRICH	WEDNESDAY	25th April
SACHSEN	WEDNESDAY	9th May
PRINZ HEINRICH	WEDNESDAY	23rd May
ROON	WEDNESDAY	6th June
PREUSSEN	WEDNESDAY	26th June
ZIETEN	WEDNESDAY	4th July
GNEISNAU	WEDNESDAY	18th July
BAYERN	WEDNESDAY	1st August
PRINZ REGENT LUITPOLD	WEDNESDAY	15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	29th August
TSCHIEN	WEDNESDAY	12th September

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR ON OR ABOUT
TJIPANAS	JAPAN	Second half of April	JAVA PORTS
TJILATJAP.	JAVA	Second half of April	JAPAN via SHANGHAI
TJIMAJI	JAVA	Second half of May	JAPAN via SHANGHAI
TJILIWONG	JAPAN	Second half of May	JAVA PORTS

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

[16]

VESSELS ON THE BERTH

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAIA & MACASSAR
(taking cargo to all ports in Netherlands-India on through Bill of Lading).

THE Steamship

TJIPANAS

will be despatched for the above Ports on or about the 15th May.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 8th April, 1906. [84]

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VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"CLINTSHIRE,"

will be despatched for the above Ports on or about the 15th May.

For Freight and further particulars, apply to

TJIPANAS

will be despatched for the above Ports on or about the 2nd May.

For information as to Freight and Passage, apply to

Head Agent of the JAVA-CHINA-JAPAN LIJN,

(York Buildings, 1st Floor, Hongkong, 20th April, 1906.)

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."

Captain T. H. Hide, R.N

POST OFFICE NOTICES.

MAILS WILL CLOSE

FOR	FROM	DATE
Shanghai, Nagasaki, Kobe, Yokohama and Seattle.	Dakota.	Monday, 23rd, 11.00 A.M.
Singapore and Calcutta.	Hengshau.	Monday, 23rd, 1.15 P.M.
Choofoo and Newchwang.	Shah Alum.	Monday, 23rd, 3.00 P.M.
Bangkok.	Chowtai.	Tuesday, 24th, 11.00 A.M.
Amer.	Chukong.	Tuesday, 24th, 1.15 P.M.
Macau.	Heungshan.	Tuesday, 24th, 2.00 P.M.
Singapore, Penang and Calcutta.	Kutsang.	Tuesday, 24th, 3.00 P.M.
Manila.	Teda.	Tuesday, 24th, 3.00 P.M.
Shanghai.	Yochow.	Tuesday, 24th, 3.00 P.M.
Shanghai, Nagasaki and Vladivostok.	Dophine.	Tuesday, 24th, 3.00 P.M.
Shanghai.	Kiowong.	Tuesday, 24th, 3.00 P.M.

TO-MORROW.

Sale, Rare Old Peking Curios, Sales Rooms
Mr. F. Kline, 23rd April.
Regular Convocation of Victoria Chapter,
Freemasons Hall, 8.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.—	April 21st.
Telegraphic Transfer	2.0%
Bank Bills, on demand	2.04%
Bank Bills, at 30 days' sight	2.04%
Bank Bills, at 4 months' sight	2.04%
Credits, at 4 months' sight	2.04%
Documentary Bills, 4 months' sight	2.04%
ON PARIS.—	
Bank Bills, on demand	2.53
Credits, at 4 months' sight	2.62
ON GERMANY.—	
On demand	2.10
ON NEW YORK.—	
Bank Bills, on demand	.50
Credits, 60 days' sight	.50
ON BOMBAY.—	
Telegraphic Transfer	1.53
Bank, on demand	1.54
ON CALCUTTA.—	
Telegraphic Transfer	1.53
Bank, on demand	1.54
ON SHANGHAI.—	
Bank, at sight	.71
Private, 30 days' sight	.72
ON YOKOHAMA.—	On demand
Bank, on demand	1.65
ON MANILA.—	On demand—Peso—100
Bank, on demand	14.00 p.m.
ON SINGAPORE.—	On demand
Bank, on demand	1.24
ON BATAVIA.—	On demand
Bank, on demand	1.24
ON HAFERD.—	On demand
Bank, on demand	3.00 p.m.
ON SAIGON.—	On demand
Bank, on demand	2.40 p.m.
ON BANGKOK.—	On demand
Bank, on demand	.62
SOVEREIGN BANK'S Buying Rate	9.70
GOLD LEAN, 100 fine, per tael	51.00
BAR SILVER, per oz.	28

OPIUM.

April 21st.

Quotations are— Allowance net to 1 catty.
Mala New 1950 to — per picul.
Mala Old 3100 to —
Mala Older 31050 to —
Mala V. Old 31100 to —
Persian fine quality 3950 to —
Persian extra fine 31000 to —
Pata New 38074 to — per chack.
Pata Old 38724 to —
Pata New 38274 to —
General Old 38274 to —

SHIPPING REPORTS.

The Norwegian str. *Herm* reports: Variable wind and fine weather.
The British str. *Hornam* reports: Dull, hazy weather, light B.W. air and calms with some heavy rain showers.

VESSELS IN DOCK.

April 21st.

ABERDEEN DOCKS.—*Tuifu*. U.S.S. *Barry*, *Hann*, *U.S.S. Bainbridge*, *Brandt*, *Kotchiro Maru*, *Ata*, *H.M.S. Whiting*, *Loonquo*, *Marie*, *Ship Shing*, *Shawmut*. COSMOPOLITAN DOCK.—*Telemachus*.

STEAMERS PASSED THE CANAL.

March 13th—*Indian Monarch*, 20th—*Anne*, *Engineer*, *Andahof*, *Sleipner*, 27th—*Indra*, *so*, *Sithomra*, *Indrasana*, *Mantra*, 30th—*Jason*, *Bennoor*, *Laos*, *Palawan*, *Prins Heilrich*, 6th—*Caledonian*, *Detention*, *Nippon Guenkai*. April 10th—*Andalucia*, *Nubia*, *Sombia*, *St. George*, 17th—*Achilles*, *Bentomond*, *Glaucus*, *Euron*, *Roon*, *Vorone*, *Schnyckell*, *Nitrasdale*, *Aberlaur*, *Glenatra*, *Inhau*, *St. Egbert*, 20th—*Bayern*, *Peshawar*, *Rhipeks*, *Salazie*, *Kite*, *Actitis*, *Heliotrop*, *Ran Bur*.

ARRIVALS AT HOME.

April 20th—*Coulsden*, *Bentorrig*, *Oceanien*.

VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. *P. K. Friedrich* left Shanghai on Saturday, the 21st inst., at 6 p.m., and may be expected here on or about Tuesday, the 24th inst., at daylight.

The I.G.M. str. *P. K. Heinrich* left Singapore on Friday, the 20th inst., at 5 p.m., and may be expected here on or about Tuesday, the 24th inst., at 6 p.m.

THE CANADIAN MAIL. The C.P.R. steamer *Empress of Japan* left Vancouver on Monday, p.m., the 9th inst., for Hongkong via the usual ports of call.

SHIPMENT STEAMERS. The H.A.L. str. *Silvana*, from Hamburg, left Singapore for this port on the 17th instant, at 2 p.m., and may be expected here on or about the 23rd instant, a.m.

The str. *Lahing*, from Calcutta, left Singapore on the 18th inst., p.m., and may be expected here on or about the 23rd inst.

The Indo-China str. *Kunyang* left Calcutta for this port via the Straits on the 13th inst., and may be expected here on or about the 29th inst.

The J.-C.J. Lijiu str. *Tijpanas* left Kuching via Amoy and Swatow for this port on the 18th inst., and may be expected here on or about the 23rd inst.

The M.M. str. *Lao*, from Antwerp and ports, left Colombo for Hongkong direct on the 18th inst., and is due here on or about the 30th inst.

The C.P.R. str. *Tartar* left Vancouver at p.m. on Friday, the 6th April, for Hongkong via the usual ports of call.

The I.G.M. str. *Wilhelm* left Sydney on Sunday, the 15th inst., at 10 a.m., and may be expected here on or about Monday, 7th May.

PASSENGERS ARRIVED.

Per Hongkong, from Manila, Mr. and Mrs. Bathe, two children, Mr. and Mrs. Baile, Mr. & Mrs. Van Hoese, Miss Kirkland, Messrs. Vincent, W. C. Wickman, J. S. Warren, and L. L. Phillips.

Passenger, from Tientsin, Capt. H. Lee, Fitzpatrick, Lieut. Sott.

Passenger, from Coast Ports, Mr. and Mrs. Mathias Lau.



CUTLER, PALMER & CO., LONDON AGENTS
LANE, CRAWFORD & CO., HONGKONG

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES OF *Daily Press* are on sale daily at Mr. H. RUTTNER & CO., KOWLOON STORE, No. 36, Elgin Road, and Mr. AH YAU'S FERRY WHARF STALL, Hongkong, 22nd December, 1905.

MAIL TABLES AS OFFICIALLY PREPARED FOR 1906.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Parcel Post to and from England.

Mounted on Card 30 Cents
On Paper 20 "

On Sale at the Hongkong Daily Press Office, Hongkong, 12th February, 1906.

Printed and Published by BERTRAM A. HALE for the Concerned, at 10, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

JOINT STOCK SHARES.

Hongkong, April 21st.

COMPANY. PAID UP. QUOTATIONS.

Alambra	\$200	\$100.
Banks—	\$125	\$85, sales & buy
Hongkong & Shantung	\$100	London, \$100.
National B. of China	\$25	\$40, buyers
Shel's Asbestos E. Co.	\$12.61	\$74.
China Light & Power Co.	\$12	\$64, sellers
China Electric & Power Co.	\$10	\$10, sales
China Provident	\$10	\$8, sales

COTTON MILLS.

Tba. 50

Tba. 120, buyers

Tba. 100

Tba. 120, buyers

Tba. 100